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# • WILSHIRE DISTRICT PLAN •

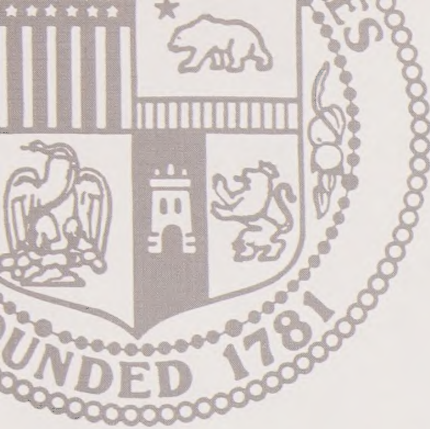
A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

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# • WILSHIRE DISTRICT PLAN •

The Wilshire District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

## PURPOSES

### USE OF THE PLAN

The purpose of the Wilshire District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potential and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. The Plan is **not** an official **zone map** and while it is a guide it does not imply a right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

### OBJECTIVES OF THE PLAN

1. To coordinate the development of the Wilshire District with that of other parts of the City of Los Angeles and the metropolitan area.

2. To provide a guide to the orderly and balanced development of the District, designating and generally locating land uses and public facilities in quantities and at densities which will accommodate population and activities projected to the year 1990.

3. To promote the continued role of "Wilshire Center" and "Miracle Mile" as major Centers, and the orderly development of the Wilshire Boulevard frontage properties between these two Centers.

4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District by:

- a. making provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the District, maximizing the opportunity for individual choice;
- b. preserving and enhancing the stable single-family and other low density existing residential development, and promoting a volume of new housing adequate for the needs of all age and income groups;
- c. developing and implementing appropriate criteria for the location of housing for the elderly.

5. To promote economic well-being and public convenience through:

- a. allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on sound planning principles and standards;
- b. designating land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.

6. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.

7. To provide for a circulation system coordinated with land uses and densities that can accommodate traffic, and to strongly encourage the expansion and improvement of public transportation service.





8. To improve the aesthetic environment of the District through the development and application of appropriate design criteria, and to preserve buildings and sites having historical or cultural significance.\*
9. To strongly encourage open space for recreational uses, both public and private, and to improve the character of the District both as a high quality commercial area and as a stable close-in residential area.

## POLICIES

The Wilshire District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into two Centers (Miracle Mile and Wilshire) connected to other major Centers of the City by existing and eventually improved transit routes and systems.

### LAND USE

#### Commerce

##### Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve residential areas are adequate in quantity to meet the needs of the projected population to the year 1990.

The commercial intensities proposed by the Plan are predicated upon substantial development of the designated Major and Secondary Highways located in the vicinity of such development. In no case shall any intensity increase be effected by zone change unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the general area of the property involved, can accommodate the traffic generated.

To help achieve the objectives of the Plan, all areas designated in 1976 as being in Height Districts 3 and 4 are proposed to be changed to Height Districts 1 and 2.

##### Features:

The Plan proposes approximately 1,500 acres of commercial and related parking uses.

The most intensive commercial development is proposed in the Wilshire and Miracle Mile Centers. (Intensive residential development is also proposed in these Centers — See "Housing".) Buildings in these two Centers are proposed to have a total floor area not to exceed six times the buildable area of the sites. The environment of the commercial areas should be planned to satisfy the physical and psychological needs of employees, shoppers, and visitors. Grade-separated pedestrian walks are proposed, where appropriate, to link the concentrations of facilities in the core areas, to facilitate traffic flow, and to improve pedestrian safety and convenience.

Convenience retail and service commercial should be provided in residential neighborhoods.

Where appropriate to economic, visual and traffic considerations, strip commercial areas should be deepened. Where such strips are unneeded, they should be redesignated for other uses.

Adequate parking shall be provided for all types of retail and office commercial development. Peripheral parking facilities serving the commercial centers are proposed. All parking areas adjacent to residential lands should be appropriately buffered by a solid wall and/or landscaped setback.

### Housing

#### Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan should be considered for reclassification to more appropriate zones.

The residential densities proposed by the Plan are predicated upon substantial development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change unless it is determined that Local Streets and Major and Secondary Highways serving, and in the general area of the property involved, can accommodate the traffic generated.

New apartment developments should be provided with adequate usable open space areas. In housing for the elderly, every consideration should be given to the provision of suitable recreation facilities.

#### Features:

The Plan proposes that the low-density residential character of the Wilshire District be preserved, and that predominantly single-family residential neighborhoods be protected from encroachment by other types of uses commensurate with other Plan proposals.

\*See footnote on page 5



The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Adequate housing should be made available to all persons regardless of social, economic, and ethnic background.

The proposed residential density categories and their capacities are:

PLAN POPULATION AND DWELLING UNIT CAPACITY <sup>1</sup>					
Category of Proposed Residential Areas	DU/ per Gross Acre <sup>2</sup>	Persons/ DU	No. of Acres <sup>2</sup>	% of Resid. Land	No. of Persons
High-Medium	50	1.7	484	7.5	41,000
Medium	32	1.9	2,019	31.7	122,500
Low-Medium I	20	2.0	389	5.6	14,000
Low-Medium II	10	2.6	748	11.7	19,500
Low I	5	3.1	2,086	32.7	32,000
Low II	5	3.1	133	2.0	2,000
Very-Low I	3	3.1	815	8.1	5,000
Very-Low II	2	3.1	45	0.7	300
TOTALS			6,389	100.0	236,300

<sup>1</sup> For information purposes only.  
<sup>2</sup> Gross Acreage includes streets.

High density apartments, hotels, and motels are proposed to be located in the Wilshire and Miracle Mile Centers. It is proposed that most of the residential growth in the District will occur in high density housing located in these Centers. Medium intensity residential development should be located at the peripheries of the Centers so as to provide a buffer between high and low intensity developments. Such medium intensity residential development should be limited to a floor area of three times the buildable area of the site.

Industry

**Standards and Criteria:**  
Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

**Features:**  
The Wilshire Plan does not emphasize industrial use. It designates only 51 acres of land for this use. Most of this is located near Beverly Boulevard and Virgil Avenue, and along Pico Boulevard east of Western Avenue. These designations largely reflect existing uses, and the proposed land categories are limited to restricted types of industry which will be compatible with other types of uses on adjacent properties. New industrial development adjoining residential development should provide an adequate landscaped parking buffer.

CIRCULATION

The circulation system for the Wilshire District should accommodate the movement of people and goods both within the District and between the District and the rest of the metropolitan area. A better balance between the automobile and public transportation is needed to improve traffic flow, conserve energy and reduce air pollution. The Plan seeks to achieve such a balance by means of significant public transportation improvements, both short and long term. In addition, a phased program of highway improvements is proposed, designed to improve traffic flow. These improvements are intended to channel through traffic around the District, on the Route 2 corridor and the San Diego, Santa Monica, Harbor and Hollywood Freeways, or through the District on designated Major and Secondary Highways.

The development and refinement of the circulation system directly affects the quality of life within the Wilshire District. The process should recognize the goals and concerns of the people living and working there. A continuing discussion among citizens, technicians and elected officials is essential to the achievement of satisfactory solutions.

Public Transportation

Improvement of the public transportation system to meet future increase in trip demand through and within the Wilshire District and to reduce adverse environmental impacts due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

The two Centers in the Wilshire District should be connected to each other and to other Centers by means of a transit system. The residential, commercial and office areas within the Centers should be linked to each other and to the transit system by means of a secondary transit facility.

**Short Range:** The following improvements should be encouraged during the next five years:

- 1. Carpools — Computerized data systems for forming carpools need to be expanded and improved. Employers should encourage, where possible, use of carpools through incentives such as preferential parking.
- 2. Staggered Work Hours — Work hours need to be significantly staggered in order to spread peak traffic, reduce congestion, and allow more efficient use of both buses and the street system.
- 3. Bus System — More buses are needed for both express and local service. More frequent service and additional routes are necessary. Specialized service such as minibuses, jitney service and demand response (Dial-A-Ride) may be appropriate in some areas.\*
- 4. Preferential Bus/Carpool Lanes — Preferential and/or exclusive lanes on appropriate surface streets and freeways are needed to facilitate the movement of buses and carpools.\*
- 5. Street Improvements — Jog eliminations, street widenings, bus bays or turnouts and improved traffic signal systems could facilitate the movement of buses and carpools.

**Long Range:** Improved transit routes and systems should be encouraged, but only after a full study of the alternatives, their impacts, and their social, economic and environmental costs and benefits. Participation of both citizens and governmental officials is essential prior to final decisions.\*

Streets and Highways

Major and Secondary Highways in the Wilshire District should be improved to encourage traffic to use them rather than Local Streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas which they serve. Low-cost, short-term

\*See footnote on page 5

improvements such as one-way streets, reversible lanes, computerized traffic signal systems, street parking restrictions, provision of adequate off-street parking, and closing of local street intersections with major arterials, should be emphasized.

Highways, Collector Streets and Local Streets shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

To meet environmental objectives, the following special standards are established for the development of certain streets. These streets, which are among those which should be considered for alternate standards because of environmental considerations, are as follows:

- 1. Robertson Blvd. Minimum Secondary Highway standard--80 foot right-of-way, 60-foot roadway.
- 2. Highland Ave. (Between Melrose and Wilshire) Trees to be preserved; no improvements beyond the existing right-of-way.
- 3. Wilshire Blvd. No widening in excess of existing roadway.
- 4. Sixth Street Standards to be determined as part of Specific Plan for Park Mile Area.
- 5. Eighth Street Standards to be determined as part of Specific Plan for Park Mile Area.
- 6. Beverly Blvd. No widening of roadway west of Western Avenue.
- 7. Fairfax Ave. Secondary Highway.
- 8. Crescent Heights Blvd. No widening to increase capacity of Crescent Heights Boulevard north of San Vicente Boulevard for 20 years.
- 9. Redondo Blvd. No widening in excess of existing roadway.
- 10. Oxford Avenue Minimum Secondary Highway standard--80 foot right-of-way, 60-foot roadway.

**Phased Improvements.** Major Highways are intended primarily for use of commuter and through traffic, and shall receive staged improvements to accommodate this traffic on a basis of demonstrated need. The following improvement programs are considered appropriate to Western Avenue, Vermont Avenue, La Brea Avenue and La Cienega Boulevard:

**Stage One:** Limit improvements essentially to existing right-of-way within roadway to increase lane widths. Eliminate on-street parking during peak hour periods and throughout the day as necessary, if adequate off-street parking facilities are provided. Utilize exclusive bus lanes, indented bus stops, pedestrian overpasses, and removal of selected signals as appropriate.

**Stage Two:** Widening of the right-of-way may occur to facilitate the addition of lanes. Alternatively, use adjacent parallel street(s) as two-way, one-way or reversible direction flows to accommodate excess traffic. Use grade separated pedestrian circulation and local street signalization removal to alleviate traffic obstructions where compatible with land uses.

If and when Western and Oxford Avenues are improved as a one-way pair, then properties on the west side of Oxford should be given automatic back-to-back transitional parking rights.\*

**Future Transportation Needs:** The Plan does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. Additional studies are required to determine and achieve a balance between circulation demands and facilities, taking into account the minimization of air pollution, noise, and community disruption.

Travel demands through the District can be accommodated by one or a combination of the following transportation alternatives:

- Surface street improvements, including various types of traffic operational improvements.
- Freeways
- Limited access expressways
- Public Transportation - including both surface bus and fixed guideway systems.
- No improvements

Further study of future transportation needs and possible alternative solutions is necessary. These studies should be conducted with participation from the local community, elected officials, and City, County, regional and State agencies.

SERVICE SYSTEMS

**Standards and Criteria:**  
The public facilities shown on this Plan are to be developed in substantial conformance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan.(See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities.

The full residential, commerical and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, in substantial conformance with the standards contained in the General Plan. No increase in density should be effected by zone change or subdivision unless it is determined that such facilities, existing or assured, can accommodate the proposed development.

The Plan designates two standard types of local parks:

- Neighborhood Parks — 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

\*See footnote on page 5

- Community Parks — 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles

Features:

The Plan proposes one new Regional Park, 11 new Community Parks and 23 new Neighborhood Parks, as well as a new senior citizen center and the improvement and enlargement of most existing parks. Any appropriate property under utility lines should be considered for park use purposes. These additions will help alleviate the severe park shortage in the Wilshire District. Other City-owned property should be examined for potential use for recreation and park purposes.

No new schools are proposed for the District although enlargements and additions to existing schools are indicated.

The Plan proposes, with the consent of the Los Angeles Board of Education, dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available for such after-hour recreational use. Also streets could be closed for school use where possible.\*

The Plan proposes a new Community Library in the vicinity of Hauser Boulevard and Pico Boulevard and a library relocation in the vicinity of Olympic Boulevard and Western Avenue.

Two new Fire Stations are proposed for consolidation with two others outside the District. The several Fire Stations and the overall fire protection within the District boundaries are continually being evaluated by the Fire Department and updated as fire protection techniques, apparatus needs and land use patterns change.

Two new power distributing stations are proposed in the District.

PROGRAMS

These programs establish a framework for guiding development of the Wilshire District in accordance with the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation\*

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are proposed:

- 1. A concerted effort to coordinate the improvement of existing public transportation systems and consideration of all mass transit alternatives.
- 2. A study of alternative medium capacity transit technologies and their costs,availability, service characteristics, and social, physical and environmental impacts and benefits.
- 3. Research and development of new transit technologies including advanced personal rapid transit, small group rapid transit and medium capacity rapid transit.
- 4. Special consideration of the need, feasibility, impacts, costs and benefits of local circulation systems such as minibuses, dial-a-ride , jitneys and taxis within District neighborhoods.
- 5. Encouragement of participation in the formation of carpools.
- 6. Demonstration and evaluation of the use of preferential lanes for bus and carpool use on Major and Secondary Highways and Freeways.
- 7. Promotion of the use of public transportation, especially for work trips, by means of economic incentives and widespread dissemination of bus information
- 8. Continued development and improvement of the freeway, highway and street system as needed.
- 9. Improvement of traffic flow through such techniques as one-way streets, reversible lanes and closing of intersections of local street with arterials.
- 10. Improved programming of traffic signals on a computer network.
- 11. Expansion of the bus fleet to provide more frequent service and more routes.
- 12. Elimination of on-street parking on Major and Secondary Highways and Collector Streets, where appropriate, together with provision of adequate off-street parking facilities.
- 13. Improved marketing and information programs for the bus system.
- 14. Consideration of studies of Western Avenue and Vermont Avenue between the Hollywood and Santa Monica Freeways for the development of staged programs of traffic flow improvements, including the use of existing parallel streets for one-way traffic patterns.
- 15. Study of the need and feasibility for upgrading Venice Boulevard to a Major Highway from La Brea Avenue to the Los Angeles Central Business District.
- 16. Development of a Citywide Collector Street Element of the General Plan, identifying appropriate streets and suggesting appropriate standards.

B. Recreation, Parks and Open Space\*

Expansion and improvement of needed local parks throughout the District should be accelerated as funds and lands become available. A concerted effort to establish multipurpose open space along freeways and on other vacant lands should be undertaken as well as examining the feasibility of the dual use of schools as recreation facilities, with consent of affected agencies and when funds are available.

C. Other Public Facilities

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services. This Plan is intended to protect and enhance the public health, safety, and welfare. Therefore, public projects and maintenance activities necessary to provide for overriding public need, particularly fire and police operations,are not intended to be prohibited by this Plan.

Child care and nursery school services should be encouraged at appropriate locations throughout the District.\*

Where feasible, new power lines should be placed underground, and the program for the undergrounding of existing lines should be continued and expanded.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

- A. Initiation by property owners and merchants of programs to encourage use of off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs in commercial and other appropriate areas.
- C. Sponsoring clean-up and beautification programs to improve the general environment and to maintain the area as blight free as possible.
- D. Developing and maintaining mini-parks and other recreational and open space areas in commercial and residential developments, to improve the visual environment and the quality of life in the District.
- E. Consideration of staggered and flexible working hours for employees where appropriate.

III. PLANNING LEGISLATION\*

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. Townhouse Zoning: Attached single-family housing, individually owned, which would provide greater economy of land utilization, increase the opportunity for home ownerships through lower unit costs, and be suitable for proposed Low-Medium density residential areas.\*
- B. Design: Requirement that all new and rebuilt public and private facilities observe improved site design standards.\*
- C. Signs: Improvement of billboard and other commercial sign controls.\*
- D. Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other purposes.\*
- E. Vertical Zoning: Provision for residential use of the upper floors of high-rise commercial structures, or other appropriate combinations of uses.\*
- F. Highway-Oriented Commercial Zoning: A new zone which would ensure off-street parking facilities, and/or drive-through capabilities for commercial activities on Major and Secondary Highways.\*
- G. Parking Requirements: Standards and procedures to provide decreased parking requirements for housing for the elderly.\*
- H. Residential Tax Relief: Support by the City for state legislation which would require counties to assess single-family homes on the basis of single-family use if the adopted plan for the area designates them as stable single-family areas.\*
- I. Annexation: Straightening the City boundary and annexing unincorporated islands and fringe areas which could most appropriately be planned and developed as a part of the City.\*
- J. Open Space Tax Relief: Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.\*
- K. Density Transfer Rights: Provision for transfer of development rights within limited amounts throughout a Center.\*
- L. Air Pollution: Continued support by the City for very stringent air pollution control legislation.\*
- M. Thermal Pollution: Support by the City of Los Angeles for thermal pollution control legislation.\*

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. The City may initiate redesignation to zones and height districts appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone. However, approval should be contingent on a proven need and phased so that density of development will be kept in balance with the availability of street capacity and service systems, in order to maintain the quality of living now existing in the District.

V. SPECIFIC PLANS

Specific Plan Studies should be undertaken in the following areas, when authorized by City Council. These studies should consider the inter-relationship of all Centers:

\*See footnote on page 5



A. Wilshire Center is a major Center for various interrelated commercial office, shopping, residential, and cultural activities. It is generally bounded on the south by Ninth Street, on the east by Hoover Street, on the north by Third Street, and on the west by Western Avenue, except between Sixth and Eighth Streets where the western boundary is Gramercy Place and Wilton Place. Consideration should be given to the feasibility and design of pedestrian open spaces, plazas, and overpasses; a secondary transit or "people mover" system connecting nodes with each other and with parking facilities; multiple use of major structures, including residential, commercial and parking uses; and density transfer rights. The Specific Plan should be based on the following objectives and criteria:

1. Ideally, the entire Ambassador Hotel site should be planned as one integral parcel, as a focal point of the Wilshire Center. The eventual development of 7th Street will be dependent on the type of development on the property.
2. The sub-area of the Wilshire Center generally bounded by Sixth Street, Vermont Avenue, Fourth Street, and Commonwealth Avenue should reflect the character of a medium rise "Office Park" with restrictive type uses which avoid encroachment of retail commercial activities. This area could be developed entirely under the CR Zone.

B. Miracle Mile Center is generally bounded by Third Street, Sycamore Avenue, Eighth Street, and Fairfax Avenue. This study should consider the relationship of the Park La Brea residential and commercial areas. A "total design" approach should be taken to ensure the continuation of high quality development. This study should consider the appropriate depth for regional commercial development along Wilshire Boulevard. Quantitative and qualitative standards should be established to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement. It should also be based upon the following objectives and criteria:

1. Development shall be compatible with adjoining residential neighborhoods.
2. Density of development shall be diminished as it approaches adjoining single-family residential areas.
3. To the extent feasible buildings should be located on the site and designed in a manner that will not cast objectionable shadows on adjacent low density residential development.
4. The City of Los Angeles Noise Ordinance should be strictly enforced.
5. Total development shall be limited so as not to overload highways and streets with traffic and/or parking.
6. Development should be of a quality that would maintain or enhance property values and environmental amenities in the Miracle Mile and its vicinity.

C. Park Mile is generally bounded by Sixth Street, Highland Avenue, Carling Way, Sycamore Avenue, Eighth Street, Wilton Place and Gramercy Place. This Specific Plan should be developed as quickly as possible. A "total design" approach for Park Mile should be taken to ensure high quality development. Quantitative and qualitative standards should be established to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement. It should also be based on the following objectives and criteria:

1. Development shall be compatible with adjoining residential neighborhoods.
2. A park-like setting shall be created, providing significant visual contrast with adjoining Wilshire and Miracle Mile Centers.
3. New commercial development should be substantially limited to the Wilshire Boulevard frontages.

4. Density of development shall be diminished as it approaches adjoining single-family residential properties.
5. To the extent feasible buildings should be located on the site and designed in a manner that will not cast objectionable shadows on adjacent low-intensity residential development.
6. The City of Los Angeles Noise Ordinance should be strictly enforced in this area.
7. Development shall be limited in magnitude so as not to overload highways and streets with traffic and/or parking.
8. Development should be of a quality that would maintain or enhance property values and environmental amenities in the Park Mile and its vicinity.
9. An aesthetic setting should be created.

D. Fremont Place is a residential area bounded by Wilshire Boulevard, Olympic Boulevard, Lucerne Boulevard and Muirfield Road. This Specific Plan could be developed with the idea of converting this area into a center for consulates of foreign nations, museums, theaters, schools, and/or other institutional uses which could utilize the existing large, unique residential structures.

E. Pico Heights is generally bounded by Hoover Street on the east, 12th Street on the north, Western Avenue on the west, and 15th Street on the south. This Specific Plan should be prepared in cooperation with the citizens and planners of the South Central District.

F. The Pan-Pacific area is generally bounded by Beverly Boulevard, Fairfax Avenue, Third Street and Gardner Street. The purpose of this Specific Plan would be to coordinate development of this large under-utilized area with adjoining areas.

G. Fairfax Avenue encompasses the Fairfax neighborhood shopping center generally bounded by Melrose Avenue on the north and Beverly Boulevard on the south extending southerly to include the west side of Fairfax Avenue to Third Street. A Specific Plan should be prepared for this area to preserve its unique character, culture, strength and vitality, and pedestrian orientation. Qualitative and quantitative standards should be established to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement.

H. The area bounded by Eighth Street, Vermont Avenue, Olympic Boulevard and Western Avenue should be included in a Specific Plan. That Plan should consider the unique ethnic character of this area and should address the specific needs and potentials of the local population. Qualitative and quantitative standards should be established to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement.

## VI. FUTURE STUDIES

All strip commercial areas, particularly along Pico Boulevard near La Cienega and Fairfax, should be studied with the objective of allowing commercial, medical and service facilities and job opportunities best suited for the needs of residents in the immediate area.

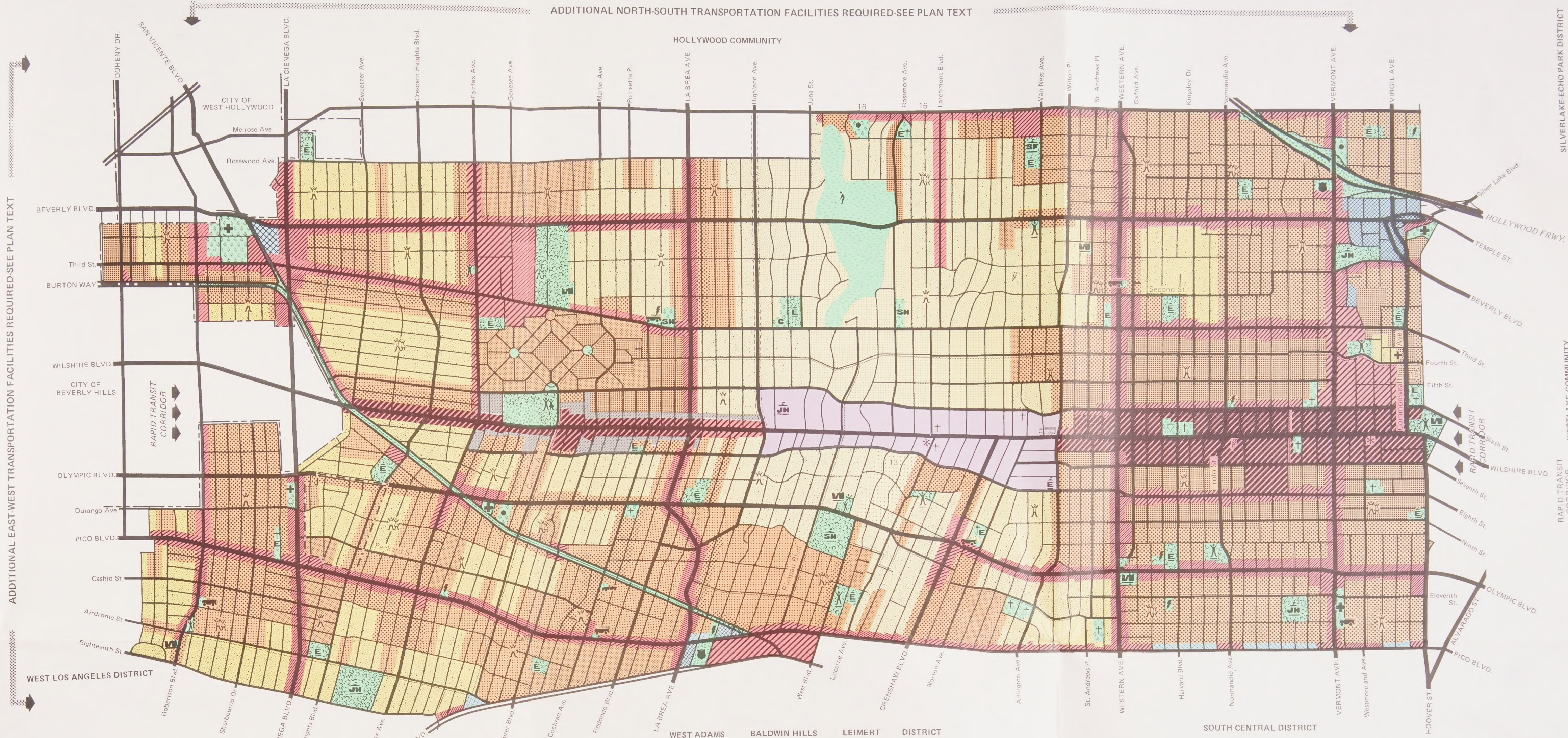
### NOTE:

These proposals reflect the mutual concern of the members of the community and the City Council. Their importance, and the meaningful impact they might have on the quality of life in the district should not be underemphasized. They have been referred to the appropriate Council Committees to consider the following criteria:

1. Definition of problem (including need)
  2. Alternative solutions (including costs and methods of implementation)
- Any future implementation of these proposals will be based in part on the Committee's research and recommendation and the City Council's action.

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ADDITIONAL EAST-WEST TRANSPORTATION FACILITIES REQUIRED-SEE PLAN TEXT



## LAND USE

HOUSING	DENSITY	DWELLING UNITS <sup>1</sup> PER GROSS ACRE	CORRESPONDING ZONES
Very Low I	1+ to 2		RE20, RA
Very Low II	2+ to 3		RE15, RE11
Low I	3+ to 5		RE9
Low II	5+ to 7		R1, RS, RD6 <sup>2</sup>
Low Medium I	7+ to 12		R2, RD5, RD4, RD3
Low Medium II	12+ to 24		RD2, RD1.5
Medium	24+ to 40		R3
High Medium <sup>14</sup>	40+ to 60		R4
COMMERCIAL <sup>12</sup>	Limited		CR, C1, C1.5, P <sup>6</sup>
Highway Oriented			CR, C1, C1.5, C2, P <sup>6</sup>
Neighborhood & Office			CR, C1, C1.5, C2, C4, P <sup>6</sup>
Community			C2, C4, CR, P, PB <sup>4</sup>
Regional Center			C2, C4, P, PB <sup>7</sup>
PARKING	Parking (Buffers & Special Cases Only)		
INDUSTRY <sup>12</sup>	Commercial Manufacturing		CM, P
	Limited		M1, MR1, P
	Light		M2, MR2, P
OPEN SPACE <sup>9</sup>	Publicly Owned (Public Recreation, Environmental Protection, or School Site)		
	Privately Owned <sup>10</sup> (Purposes other than Public Recreation, Environmental Protection, or School Site)		
OTHER PUBLIC & QUASI PUBLIC	Quasi-Public <sup>11</sup> (Private Schools, Hospitals, etc.)		
	Public (Maintenance Yard, Administrative Center, Convention Center, etc.)		
SPECIFIC PLAN AREA	Park Mile Area (Commercial and Residential Development)		

Single Family Housing	total area	2,779
	% of total area	29.3
	dwelling unit capacity	17,750
	population capacity	39,300
Two Family Housing, Attached Housing, Garden Apartments	total area	1,107
	% of total area	12.0
	dwelling unit capacity	34,600
	population capacity	33,500
Apartments, Hotels	total area	2,503
	% of total area	26.1
	dwelling unit capacity	68,616
	population capacity	160,800
Limited	total area	45
	% of total area	0.5
Highway Oriented	total area	421
	% of total area	4.5
Neighborhood Office	total area	44
	% of total area	0.5
Community	total area	196
	% of total area	2.1
Regional Center	total area	354
	% of total area	3.8

Total Housing	total area 6,399	
% of total area	9.4	
dwelling unit capacity 118,066		
population capacity 358,000		
Total Commercial	total area 1,002	
% of total area	1.2	

Total Parking	total area 34	
% of total area	0.4	

Total Industry	total area 51	
% of total area	0.6	

Total Open Space	total area 114	
% of total area	1.3	

Total Public and Quasi-Public	total area 372	
% of total area	4.2	

Total Park Mile Commercial & Residential	total area 190	
% of total area	2.2	

TOTAL ACRES	8,811	
% OF TOTAL AREA	100	
TOTAL SQUARE MILES	13.8	

## SERVICE SYSTEMS<sup>4,5</sup>

SCHOOLS	E ELEMENTARY
	JN JUNIOR HIGH
	SN SENIOR HIGH
	SP SPECIAL SCHOOL FACILITY
	ESMC PRIVATE

## RECREATION SITES

NEIGHBORHOOD PARK	
COMMUNITY PARK	
REGIONAL PARK	
GOLF COURSE - PRIVATE	
PRIVATE RECREATION & CULTURAL FACILITY	

## OTHER FACILITIES

POWER DISTRIBUTION STATION	
POLICE STATION	
RELIGIOUS INSTITUTION <sup>8</sup>	
HEALTH CENTER	
FIRE STATION	
CULTURAL & HISTORICAL SITE	
COMMUNITY LIBRARY	
MAINTENANCE YARD	

## CIRCULATION

FREEWAY	
MAJOR HIGHWAY	
DIVIDED MAJOR HIGHWAY	
SECONDARY HIGHWAY	
SECONDARY HIGHWAY (One- or Two-Lane)	
COLLECTOR STREET	
LOCAL STREET <sup>1</sup>	
BIKEWAY	

BOUNDARY DELINEATING HISTORIC PRESERVATION OVERLAY ZONE

- NOTES
1. GROSS ACREAGE INCLUDES STREETS
  2. RD6 ZONE PERMITS APARTMENTS AND ATTACHED HOUSING
  3. LOCAL STREETS AND FREEWAY INTERCHANGES ARE SHOWN FOR REFERENCE ONLY
  4. OPEN SYMBOL DENOTES THE GENERAL LOCATION OF A PROPOSED PUBLIC FACILITY IT DOES NOT DESIGNATE ANY SPECIFIC PRIVATE PROPERTY FOR ACQUISITION. SUCH FACILITY MAY APPROPRIATELY BE LOCATED WITHIN AN AREA DEFINED BY THE LOCATION AND SERVICE RADIUS STANDARDS CONTAINED IN THE INDIVIDUAL FACILITY PLANS COMPRISING THE SERVICE SYSTEMS ELEMENT OF THE GENERAL PLAN
  5. UNDERLINED SYMBOL INDICATES PROPOSED SITE EXPANSION
  6. HEIGHT DISTRICT NO. 1
  7. HEIGHT DISTRICT NO. 2
  8. INCLUDES ONLY THOSE SITES OF ONE-HALF ACRE OR MORE
  9. OPEN SPACE DESIGNATIONS ON THE PLAN MAP CONFORM TO THE DEFINITIONS OF "OPEN SPACE LAND" SET FORTH IN ARTICLE 10.5 OF THE STATE OF CALIFORNIA GOVERNMENT CODE

- AND THE CITY'S OPEN SPACE PLAN
10. MINIMUM DENSITY RESIDENTIAL USES MAY BE PERMISSIBLE ON PRIVATELY OWNED OPEN SPACE
  11. QUASI-PUBLIC LAND DESIGNATIONS ON THIS MAP INDICATE EXISTING USES WHICH ARE ANTICIPATED TO REMAIN. THE PLAN DOES NOT PROPOSE PUBLIC ACQUISITION OF THE DESIGNATED LANDS
  12. INCLUDES ASSOCIATED PARKING
  13. DEVELOPMENT OF 8TH STREET IN THE FREMONT PLACE AREA TO SECONDARY HIGHWAY STANDARDS WILL BE NECESSARY IF AND WHEN THE AREA IS REDEVELOPED
  14. THE HIGH MEDIUM DENSITY HOUSING BETWEEN THIRD STREET AND OLYMPIC BOULEVARD EAST OF WILTON PLACE MAY BE BUILT TO HEIGHT DISTRICT NO. 2
  15. THE HIGH MEDIUM DENSITY HOUSING AREA ON THE WEST SIDE OF COMMONWEALTH BETWEEN FOURTH AND FIFTH STREETS INCLUDES PARKING RIGHTS FOR ADJOINING COMMERCIAL USES
  16. THIS LIMITED COMMERCIAL IS LIMITED TO HEIGHT DISTRICT I-VL
  17. INCLUDES AN ESTIMATED 5000 PERSONS IN THE PARK MILE AREA

## PLAN MAP Wilshire District

The Wilshire District Plan consists of this map, and the accompanying text.

FEET 0 2500 5000  
MILE 0 1/2 1

PREPARED BY THE DEPARTMENT OF CITY PLANNING





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**CITY COUNCIL**

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**ADOPTED:**

**CITY COUNCIL 5-17-76**

Council File No. 75-2824 & S-1

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